THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The delay in payment of compensation is not mainly due to the procedures, but because of other factors including delay in establishing the evidence and justification for the amount of claim. However, the Government, through an amendment of the Motor Vehicles Act, brought into force w.e.f. 14.11.1994, have introduced a simplified procedure for payment of compensation as per pre-determined formula. This formula has been worked out keeping in view the age and the income of the victims.

दिल्ली में सड़क दुर्घटनायें

1463. **श्री अन्नतराम जायसवाल :**

श्री सत्य प्रकाश मालवीय :

क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1994 से लेकर अब तक डी टी सी तथा रेड लाइन बसों के कारण कितनी दुर्घटनाएं हुई हैं और उनमें कितने लोगों की मृत्यु हुई, कितने गंभीर रूप से घायल हुए अथवा अपंग हो गये ;

(ख) क्या सरकार ने इस प्रकार पीड़ित लोगों के आश्रितों के जीविकोपार्जन के लिए कोई व्यवस्था की है और क्या रेड लाइन बसों के मालिकों से दुर्घटनाग्रस्त व्यक्तियों के लिए मुआवजा दिलाने के लिए कोई कार्यवाही की गयी है ;

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है ,

(घ) क्या सरकार रेड लाइन बसों की मनमानी, उनके द्वारा यातायात नियमों का खुला उल्लंघन, गाड़ियों की सुरक्षा एवं उन्हें होने वाली परेशानी तथा सभी के बावजूद डी टी सी में यात्रियों का विश्वास को ध्यान में रखते हुए डी टी सी की किलोमीटर योजना को पुन: लागू करने की किसी संभावना पर विचार कर रही है ; और

(ङ) यदि हां, तो उसका ब्यौरा क्या है और उसके क्या कारण हैं ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) जनवरी, 94 से जनवरी, 95 तक की अवधि के दौरान दि0 प0 नि0 और रेड लाइन बसों से 1266 दुर्घटनाएं हुई थीं जिनमें 307 व्यक्ति मारे गए थे और 1185 व्यक्ति घायल हुए थे ।

(ख) इस प्रकार के पीड़ित व्यक्तियों के आश्रितों को जीविका प्रदान करने के लिए कोई विशिष्ट प्रावधान नहीं है । तथापि, मोटर वाहन अधिनियम, 1988 के प्रावधानों के अनुसार सड़क दुर्घटना के शिकार व्यक्तियों के वारिस मुआवजे के हकदार होते हैं ।

(ग) प्रश्न नहीं उठता ।

(घ) जी नहीं ।

(ङ) प्रश्न नहीं उठता ।

Autonomy to shipyards

1464. SHRI YERRA NARAYANASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal under Government's consideration to give greater autonomy to shipyards, including Hindustan Shipyards Ltd. in Andhra Pradesh;

(b) if so, the details thereof the autonomy proposed;

(c) the schedule of implementation of the proposal; and

(d) whether any assistan
posed to be given to the sh
revival?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) With the liberalisation of Government policies, a revival package was extended to Indian shipyards in the public sector in 1993. The highlights are as under:—

(i) The price of an ocean-going vessel to be built at Indian yards may be fixed on the basis of open tender, the Indian shipyards being permitted to match the lowest bid Thereafter, the shipyard would be entitled to 30 per cent extra price over the above price.

(ii) Loans at concessional rate of 9 per cent to the extent of 80 per cent of the cost of a ship will be given to shipping companies placing orders with Indian yards.

(iii) Fixation of price in terms of US $|Japanese Yen and the shipowners to pay each stage in instalment to the shipyard at market determined parity rate of foreign exchange prevailing on the date of actual payment.

The shipbuilding industry is open to private sector irrespective of the size of the ship.

Japanese Assistance for Development of Ports

1465. SHRI YERRA NARAYANASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Japan has offered assistance for the development and improvement of Ports;

(b) if so, the details of the assistance offered;

(c) whether any assistance obtained from Japan has been earmarked for ports in Andhra Pradesh; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) At present there is no such development assistance from Japan for the development and improvement of Ports in this country.

Conversion of Port Trusts into Corporations

1466. SHRI SOM PAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are thinking of giving autonomy to various port trusts, to facilitate expansion and modernisation of Indian Ports;

(b) if so, what are the details thereof;

(c) whether Government would consider converting the port trusts into corporations or companies and permit them to raise their own resources from the market; and

(d) if so, by when the decision is likely to be taken and if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) The Major Port Trusts are autonomous bodies under the Major Port Trusts Act, 1963.

The question of converting port trusts into companies or corporation was considered by the Government and it was found that the existing framework and structure of Major Port Trusts Act, 1963 is flexible enough to enable the Port trusts to generate their own revenues and resources needed for development and modernisation.

Reducing the Pollution by Petrol Driven Vehicles

1467. DR. ISHWAR CHANDRA GUPTA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the steps taken to reduce pollution caused by petrol driven vehicles in big cities of the country;